

Maritime Demonstration Project

U.S. Maritime Administration

Workshop on Maritime Energy and Clean Emissions

Washington, DC January 30, 2002



Fuel Cell Response to Maritime Load Changes

Can Fuel Cells Function Properly and Reliably in a Marine Environment?



The Challenge! The Fuel Cell Is Not a Stiff Generating Source

Minimal fault clearing current
Limited step load capability
Limited ability to handle transients
Minimal load unbalance capability
No over load capacity
Can't Black Start





A Viable Fuel Cell Power System



Fuel Cell Dynamic Response and Performance Characterization Testing

- ABS Rules for Building and Classing Steel Vessels 2001
 - 4-8-3/3.13.2 (b,c, and d)
 - 4-2-1/13.9.3 (i and ii)
 - 4-2-1/7.5.1(a)(ii)
 - 4-2-1/7.5.2

• IEEE Standard 45-1998

- 5.6
- 5.4.1
- 5.4.2.1
- 5.5.1

• U.S.C.G. 46 CFR 112.3-7



Three Test Plans

- Voltage Regulation
- Frequency Regulation
- Parallel Operation Regulation



Voltage Regulation

- Maintain voltage stability (+/-2.5% of rated voltage) through out the rated load range 0 – 100%.
 - Accept a large starting load (150% of rated current at 0.4 lagging pf.) and still maintain a steady state condition voltage (480v).
 - Deliver power with proper voltage (480v) during a momentary (2 sec.) overload (300% of rated capacity).



Frequency Regulation

- Deliver full rated power output for 60 minutes while maintaining rated voltage (480v) and frequency (60Hz).
- Deliver 110% of full power at rated voltage and frequency for 30 minutes.
- Maintain frequency stability during load changes.



Parallel Operation Regulation

Demonstrate load sharing stability (+/-15%) of combined rated power of the cell stacks) through out the combined rated load range (20 - 100%, 32 - 320 kW).



Project Status

- Preliminary testing broke the test rig.
- Waited 8 weeks for replacement part.
- Final testing scheduled for week of March 4.